

# The Polynesian.

Vol. 73

HONOLULU, SATURDAY, MAY 18, 1850.

No. 1

**THE POLYNESIAN,**  
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is published weekly at Honolulu, Oahu, H. I.

EDWIN O. HALL, EDITOR.

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One copy six months, in advance, \$3 50  
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Executed with neatness and dispatch, on liberal terms.

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Importers & Commission Merchants.

S. H. WILLIAMS, BOSTON, MASS. U. S. A.  
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\* Bills of Exchange on the United States and Europe  
wanted, 1841

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THEO. SHILLABEY, SAN FRANCISCO, CALIFORNIA.  
JAMES J. JARVIS, BOSTON, MASS. U. S. A.  
\* Money advanced on favorable terms for Bills of  
Exchange on the United States, England and France.

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Commission Merchants & Ship Chandlers,

HONOLULU, OAHU, H. I.  
JAMES MAKKE, HAWAIIAN ISLANDS.  
J. A. ANTHON, HAWAIIAN ISLANDS.  
CHAS. BREWER, JR., HAWAIIAN ISLANDS.  
\* Ships supplied with Refreshments, Provisions, &c.,  
at the shortest notice, on reasonable terms.  
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or Europe, for which money will be advanced on favorable  
terms.

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SAN FRANCISCO, CALIFORNIA.  
\* Money advanced on liberal terms for Bills of  
Exchange on the United States, England and France.

### B. F. BOLLES & CO.,

Ship Chandlery and General Merchandise,

LAHAINA, MAUI.  
B. F. BOLLES, S. HOFFMEYER.  
\* Ships supplied with recruits at the lowest market  
prices.  
\* Money advanced on reasonable terms for Bills of  
Exchange on the United States or Europe. 14-17

### C. W. VINCENT,

HOUSE CARPENTER AND JOINER,

HONOLULU, OAHU, H. I.  
Having re-opened his shop, is now prepared to  
execute building and jobbing at short notice, and on  
the most reasonable terms.

### BUSH & CO.,

Ship Chandlers & Commission Merchants,

LAHAINA, MAUI.  
ALFRED W. BUSH, HAWAIIAN ISLANDS.  
CHARLES P. ROBINSON, HAWAIIAN ISLANDS.  
\* Ships supplied with recruits, in exchange for goods or  
cash.  
\* Money advanced, at the lowest rates, for Bills of  
Exchange on the United States or Europe. 20-17

### C. P. SAMSING & CO.,

DEALERS IN CHINA GOODS,

HONOLULU, OAHU, H. I.  
On hand and for sale, Sugar, Molasses, Tea and Coffee.

### ISRAEL H. WRIGHT,

HOUSE, SIGN, SHIP, COACH AND

Ornamental Painter,  
GILDER & GLAZIER.  
HONOLULU, OAHU, H. I.  
\* Imitations of Wood and Marble, executed  
with neatness and dispatch.

### STONE AND FLANDREAU,

House Carpenters & Joiners,

(Opposite the residence of George Pelly, Esq.)  
HONOLULU, OAHU, H. I.  
\* Jobbing done at the shortest notice and on the  
most reasonable terms. Feb 22-41

### CLARK & MCGILGAN,

TAILORS,

On the premises adjoining Dr. Wood's  
HONOLULU, OAHU.  
Garments cut and made to order in the latest styles.  
Jan 24-41

### NICHOLSON & HENDERSON,

DEALERS IN SHIP CHANDLERY

(Established opposite the Seamen's Chapel).  
HONOLULU, OAHU, H. I.  
A large assortment of Broadcloths, Cassimeres, Vestings,  
Cavaliers and Linen Drilling, constantly for sale.  
Garments made at short notice, in latest fashion.

### F. RODRIGUEZ VIDA & CO.,

DEALERS IN

SHIP CHANDLERY AND PROVISIONS,

HONOLULU, OAHU, H. I.  
Ships supplied with recruits at the lowest market price  
for Cash or Bills on the United States or Europe.

### AUSTIN & BAILE,

DEALERS IN GENERAL MERCHANDISE

HONOLULU, OAHU, H. I.  
J. T. GOWER,  
DEALER IN GENERAL MERCHANDISE,  
MAKAWAO, MAUI, H. I.

### DE WITT & HARRISON,

Merchants & Commission Agents,

SAN FRANCISCO, CALIFORNIA. 20-17  
J. J. HERNANDEZ,  
WHOLESALE AND RETAIL DEALER IN  
General Merchandise,  
HONOLULU, OAHU, H. I. 25-17  
HORACE HAWES,  
SHIP AND EXCHANGE BROKER,  
SAN FRANCISCO, CALIFORNIA. 9y  
ULRICH ALTING,  
Dealer in General Merchandise,  
(At the Store formerly occupied by I. MONTGOMERY.)  
HONOLULU, OAHU, H. I. 12-21  
WOOD & PARK,  
CABINET MAKERS AND UPHOLSTERERS,  
HONOLULU, OAHU, H. I. 19-17  
DR. MAURAN,  
Office in Chamber over the Auction Room.  
HONOLULU, OAHU, H. I. 25-17

## EMPIRE CITY LINE.

NEW YORK THROUGH TICKETS.

THE ONLY DIRECT LINE OF STEAMSHIPS  
FOR PANAMA. Through tickets from San  
Francisco to New York, by way of Chagres and  
Panama. The splendid and popular steamships  
SARAH SANDS, 1,500 tons burthen, W. C.  
Thompson, Commander, and NEW ORLEANS,  
1,100 tons burthen, J. W. Wood, Commander, will  
leave San Francisco for Panama, direct, connecting  
at Chagres, with the staunch and well known  
steamships CRESCENT CITY, 1,500 tons burthen,  
Chas. Woodard Commander, and EMPIRE CITY,  
2,000 tons burthen, J. G. Wilson, Commander.  
Rates of fare: San Francisco to Panama direct.  
First Cabin, \$300  
Second Cabin, 150  
The Second Cabin has a separate table, and the  
berths are fully furnished with hair mattresses and  
bedding, and on board the Sarah Sands are state  
rooms, a great advantage in point of comfort, over  
the unfurnished bunks of an open steamer.  
Chargers to New York.  
After Saloon, \$125  
Forward Saloon, 100  
Lower Cabin, 90  
All the above have the same table and privileges  
of the Saloons.  
Storage, found with mattresses and board, 65  
An experienced Surgeon is attached to each  
steamer.  
The subscribers are now issuing through tickets  
to New York by the above named steamers.  
EVERETT & CO.  
Honolulu, May 15, 1850. 1-17

## CRABB & SPALDING.

Ship Chandlers and Commission Merchants

HONOLULU, OAHU.  
Constantly on hand a supply of ship stores and  
recruits suited to the wants of vessels visiting this  
port, and for sale at the lowest market prices, for  
cash or bills of exchange on the United States and  
Europe. Jan 24-41

## M. R. HARVEY,

HOUSE, SIGN, SHIP, COACH AND

Ornamental Painter,  
Having re-opened the shop on the premises of C.  
W. Vincent, is now prepared to execute all orders  
with neatness and dispatch, on the most reasona-  
ble terms.  
Honolulu, March 28, 1850. 461f

## CHARLES BREWER,

Commission Merchant,

BOSTON, U. S. A.  
Refer to  
MAKKE, ANTHON & CO.  
R. W. WOOD  
Jan 24-41

## JOHN GAVIN,

Superintendent Painter,

HONOLULU, OAHU.  
Jan. 12. 35-y

## SWAN & CLIFFORD,

Bakers & Dealers in General Merchandise,

HONOLULU, OAHU, H. I.  
Jan. 12. 35-y

## SEA & BARTOW,

Auction and Commission Merchants,

H. SEA, AUCTIONEER.  
1y49 HONOLULU, OAHU, H. I.

## THOMPSON & HOWE,

Auction & Commission Merchants,

(E. W. THOMPSON, AUCTIONEER.)  
HONOLULU, OAHU.  
1y49

## BENJAMIN PITMAN,

DEALER IN SHIP CHANDLERY,

General Merchandise and Hawaiian Produce,  
Byron's Bay, Hilo, Hawaii, has constantly on hand  
and for sale, a general assortment of Merchandise,  
usually required by whalerships touching at these  
islands for recruits.  
\* Money advanced on liberal terms for Bills  
of Exchange on the United States, England and  
France. my 1917

## D. N. FLITNER,

(SUCCESSOR TO MR. E. H. BOARDMAN.)

Continues to repair CHRO-  
NOMETERS, at the old stand;  
accurate rates determined by fre-  
quent observations with a Transit Instrument, made  
by "Roskell," Liverpool.  
\* Particular attention given to fine WATCH  
REPAIRING. dec. 8. 20-y

## S. H. WILLIAMS & CO.,

IMPORTERS of American and European

Goods, will keep constantly on hand a general  
assortment of Merchandise adapted to the markets  
of Oregon, California and the Hawaiian Islands. A  
large assortment of Ship Chandlery and Provi-  
sions required by whalers touching at this port for  
recruits, on hand, which will be supplied on liberal  
terms for cash, or Bills of Exchange. my 1917

## CAUTION.

THE UNDERSIGNED hereby caution-  
all persons against trespassing in any manner  
upon his estate at Puloa salt works, on pain of  
being proceeded against according to Law.  
C. W. VINCENT.  
Nov. 10, 1849—26-1f

## NOTICE.—All Vessels making fast to the

Wharves east and west of the Custom House,  
will be liable to a charge of one cent per ton per  
day; lying alongside the wharves, two cents per  
ton per day. JOSEPH MAUGHAN,  
March 20, 1850. 45-3m Wharfing.

## STORAGE.

IN THE LARGE COMMODIOUS CEL-

lar under the house of Theo. Shillaber, Esq.  
Apply to  
EVERETT & CO.  
jy 14-91f

## HOLLOW WARE.

CASKS, ENAMELLED WARE, con-

sisting of:  
Round Boilers, Sauce Pans, Tea Kettles,  
Preserving Pans, Skillets, Griddles, Glue Pots,  
Frying Pans, &c., &c., received per Tarr, and  
for sale by  
EVERETT & CO.  
221f

## COFFEE.

100,000 LBS. of Superior Sandwich  
Islands Coffee, crop of 1849, from  
the plantation of G. Rhodes & Co., Hanalei, Kauai,  
for sale by  
EVERETT & CO.  
feb 29-121

## VALUABLE HOUSE AND LOT FOR

SALE.—The subscriber being about to leave this  
Kingdom, offers his Desiring House and Lot for sale.  
The premises are situated in the business part of Hono-  
lulu, fronting on two streets, and have on them a well  
of excellent water, cook house, barn, &c.—Also, a quantity  
of bearing Fruit Trees.  
J. TURRILL.  
mar 23/50m

## NOTICE is hereby given that from and af-

ter this date no horses, cattle, or other animals  
will be allowed to run at large on the plains of Ka-  
la o Kahua Waikiki. Animals running at large will  
be impounded.  
By order of the Minister of the Interior.  
Honolulu, May 4, 1850-51-1f

## NOTICE IS HEREBY GIVEN to applica-

cants for the purchase and leasing of Govern-  
ment lands, that the Legislature being now in ses-  
sion, attention to their numerous applications must  
be deferred for the present, until the more pressing  
business of the Government is disposed of.  
By order of the Minister of the Interior.  
Honolulu, May 7-521f

## THE POLYNESIAN.

HONOLULU, SATURDAY, MAY 18.

ARCTIC EXPEDITION.—We are indebted  
to Henry Kellett, Esq. Captain of Her Brit-  
anic Majesty's ship Herald, for late copies  
of English papers containing much interest-  
ing matter in regard to the expeditions fitted  
out to render assistance to the Erebus and  
Terror, under command of Sir John Frank-  
lin. In May of last year, we published a  
brief sketch of the voyage of the "Herald"  
up to that time. From the published jour-  
nal of Captain Kellett, we continue a sketch  
of the cruise to the northward during 1849;  
our limited space not allowing the publica-  
tion of the entire account.

Her Majesty's ship Herald,  
Nov. 22d, 1849.

Sir:—Herewith I have the honor to trans-  
mit, for the information of the Lords Com-  
missioners of the Admiralty, a circumstan-  
tial account of my proceedings since leaving  
Oahu on the 19th of May last.

Passing to the southward of Onehow and  
Lisiansky's Island, and close to the position  
of Byens's and Morrell's Islands, without  
meeting with either of the two latter, we  
sighted Kamschatka at 6 a. m. on the 22d of  
June; there we picked up a fresh gale off  
the land, which ran me within a mile of Cape  
Gavara, and left me in a dead calm. My  
position would have been critical had I not  
found at this distance bottom in 30 fathoms.

At daylight three ships were in sight off  
the Point of Petropaulski, the mizzen trans-  
forming them into every imaginable shape.  
With light, variable winds, assisted by our  
boats and a slight northerly current, we  
reached an anchorage in the entrance, in 15  
fathoms, by 7 p. m.

This voyage occupied 35 days, and was  
only remarkable for the lightness of the winds  
—the fineness of the weather, and the almost  
entire absence of fog. 24 hours never having  
elapsed without having obtained observations  
either by day or night for the position of the  
ship.

The three vessels we have noticed proved to  
be American whalerships that had also towed  
in to an anchorage. I boarded one of  
them and learned that they had left the port  
the day before, but having lost some men,  
had returned to pick them up. From this  
vessel I also learned that the Plover had not  
been to Petropaulski, but that a report was  
current of a vessel having wintered some-  
where at the northward.

This information determined me to go to  
the anchorage with the ship, if I could do so  
without loss of time, getting at the same time  
two boats ready to proceed there and obtain  
information in case it should continue calm.

In our passage up the masters of the Ameri-  
can vessels came on board to gain informa-  
tion relative to Behring's Straits, whither  
they were bound. They informed me that  
at least twenty American ships would pass  
through those straits this year in conse-  
quence of the success of one of their vessels  
last season. The master of the successful  
vessel appears to have been an enterprising  
man. He having a roving commission from  
his owner, but having been unsuccessful in  
the Japanese Seas, and reading in Captain  
Beechey's voyage of the number of whales  
he had seen in the Arctic Sea, determined to  
go there. He did so, and succeeded, enter-  
ing the straits with a clear ship, and re-  
turning about six weeks after with four thou-  
sand barrels.

The Governor of Petropaulski had not  
heard of a vessel having wintered to the  
northward, nor could he inform me from  
what source such a report could have sprung.  
I found lying here the Royal Thames  
Yacht Club schooner Nancy Dawson, owned  
and commanded by a Mr. Shedden, formerly  
a mate in the Royal Navy. He informed me  
that his object in coming here was to go  
through the straits, and as far north as pos-  
sible, in search of Sir John Franklin's squad-  
ron.

At 6 a. m. 25th of June, weighed in a calm  
and towed out from the anchorage. Got a  
light wind from the southward, bringing with  
it a fog, though still not so thick but that  
both sides of the entrance could be seen.  
Continued beating out. In making a stretch  
over to the eastern shore from Babouski Is-  
land the fog closed down over the rocks and  
deceived me as to their distance. I have the  
ship in stays with the greatest confidence,  
but the whirls of the tide made her slack,  
and shot her on to the rocks before I had time  
to bring up with an anchor.

The stream anchor and cable were laid  
out and hove taught, and at 2 10 p. m. the  
ship was hove off into deep water, having  
been nearly three hours on shore. Fortu-  
nately the water at the time was glassy  
smooth, so that the ship lay perfectly quiet,  
until a short time before getting off, when  
she lifted and strung away on each occa-  
sion small pieces of her false keel. The  
ship much damaged. Remained at anchor  
during the night.

June 27.—At 10 a. m. we weighed, with  
a light N. E. wind, which took us clear of the  
shoals off the entrance and almost immedi-  
ately we entered a dense fog.

Running along the low land off Cape Es-  
penberg, which we passed shortly after mid-  
night. We had uninterrupted daylight—the  
only difference between the light at midnight  
and noon being as the light of a November  
day in England is to that of a summer's one.  
As we entered the sound, the wind gradu-  
ally lightened and veered to the eastward.  
Passed several logs of drift wood.

15th July.—Shortly after 8 a. m. we saw a  
vessel at anchor under Chamisso Island and  
at 10 exchanged numbers with Her Majesty's  
ship Plover. We reached the anchorage by  
1 p. m., having run in fifty hours from the

west end of St. Lawrence Island to the an-  
chorage of Chamisso.

Commander Moore came on board, from  
whom I was glad to learn that the officers  
and crew were all healthy and in good spir-  
its. He had only arrived at 6 a. m. the day  
previous, having passed the winter in a har-  
bor discovered by the Plover, on the Asiatic  
shore close to the south of Cape Tchukotsky.

At 9 p. m. both ships were ready to sail,  
but our main cap having been reported very  
rotten, I was detained the next day (17th) to  
shift it.

On each day of our stay we were visited  
by two baidars, carrying 12 men each; all  
of them were particularly tall, well built,  
well armed, and without either their woman  
or dogs.

Commander Moore and myself accompan-  
ied them to Chamisso Island, where, after  
hauling up their baidars, canting them bot-  
tom to the wind, the weather gowale resting  
on the sand, the other raised about three feet  
and supported by paddles, the space under-  
neath covered with furs, we partook of sev-  
eral pipes with them.

While we were engaged with our pipes  
Commander Moore employed his boat's crew  
in digging for the flour left by Capt. Beech-  
ey 23 years before, in a position indicated  
by directions on a rock, which were as per-  
fect as the day when cut. We found this  
rock last year, but supposing the flour had  
been removed by the natives, did not dig for  
it. A considerable space was cleared round  
the cask, its chimble freed, only adhering to  
the sand by the two lower bilge staves, yet it  
required the united strength of two boat's  
crews, with a parbuckle and a large spar as  
a lever, to free it altogether. The sand was  
so hard that it emitted sparks with every  
blow of the pickaxe. The cask itself  
was perfectly sound and the hoops good; out  
of the 336 pounds of flour which it contained,  
175 pounds was as sweet and well tasted as  
any we had on board. The tin of heads was  
also found; those not of glass much decayed;  
the cotton string quite sound.

At 4 a. m. passed a ship standing to the  
eastward, and at noon Point Hope bore N.  
18° W. 5 miles. We had, contrary to my  
expectation in this run, currents setting S.  
74° W. half a mile per hour. G. p. m. ex-  
changed colors with the American whaler  
Margaret, of Providence. Whales at this  
time blowing in every direction around her;  
wind too strong and too much sea for her to  
attempt them. Fog so dense at 8 a. m. that  
the Plover could not be seen, although with-  
in speaking distance. Continued running to  
the northward during the night, keeping com-  
pany by gongs and bells.

From this position two whaleboats were  
dispatched to examine the coast northward,  
under the orders of Lieut. Hullen, (Plover)  
and Mr. Parsons, Second Master, (Herald).  
A boat was sent from the Plover a short dis-  
tance to the southward. The Plover's boat  
returned soon after midnight, having landed  
in one or two places and met with many na-  
tives, who were friendly and well disposed.  
A beautiful clear night. At midnight the sun  
showed its semi-diameter above the horizon,  
and nearly every person in the ship remain-  
ed up to witness this phenomenon for the first  
time.

July 21.—Weighed in the morning at 7 a.  
m. with a N. N. E. wind to follow the boats  
northward. The Plover being nearer in shore,  
was visited by two baidars, each carrying  
about 20 natives, men and women, a most  
miserable set of beings they were. They  
spoke of the boats having passed their en-  
campment the night before. They collect  
near this place for the purpose of catching  
birds and gathering eggs. Calm. Anchored  
at 6 p. m. in 11 fathoms north and east of  
Cape Lisburn, off shore about six miles.

During the evening of the 23d and morn-  
ing of the 24th we were running to the N. E.  
with a moderate S. S. W. wind and a thick  
fog, clearing at intervals for a short time.  
Walrus, whales, and flocks of the eider  
dove duck about. We were guided as to  
our approach to the ice by the temperature  
of the sea.

July 25, a. m.—The wind shifted to the N.  
W.; brought with it cold but fine and clear  
weather; steering for Wainwright's Inlet.  
The vast number of walrus that surrounded  
us keeping up a continual bellowing or grunt-  
ing. The barking of the immense flocks of  
the small whales, and the numerous flocks of  
ducks continually rising from the water as we  
approached them, warned us of our near ap-  
proach to the ice, although the temperature  
of the sea was still high. We made the land  
a little before noon, ten miles to the north-  
west of Wainwright's Inlet. At 2 p. m. we  
were anchored in 11 fathoms, about 3 miles off its  
entrance. The Plover and yacht had done  
so an hour before.

In running down along the coast a post  
was observed on the higher land near the en-  
trance of the inlet; shortly afterward a man  
was seen to hoist on it (what we most of us  
made out to be) a flag. The Plover soon af-  
terwards dipped her ensign (simply to clear  
us as we afterwards learned); this was an-  
swered by a person at the post doing the same  
and entirely removing it.

I immediately lowered a boat, and sent  
Lieut. Cooper, of this ship to the shore. He  
walked up to the post and found it to be noth-  
ing but a native mark for a quantity of blub-  
ber and reindeer flesh he discovered buried  
there. The native had left. Lieut. Cooper,  
after remaining there some time returned on  
board without seeing any body.

My reasons for selecting this place to equip  
and dispatch from, instead of proceeding as  
far north as the ships should go, was that I  
considered it of the greatest importance that  
the Plover's wintering station should be  
known by the officer in command of the boat  
expedition.

Commenced immediately to hoist out the  
boats, equip, and provision them.  
By midnight the boats were all ready, and  
shoved off under three hearty cheers from  
the ships, which were as heartily returned  
by the boats.

This little expedition consisted of 25 per-  
sons, and four boats as follows: Lieut. Pul-  
len, commanding the Herald's 30 foot pin-  
nace, fitted on board with the greatest care,  
thoroughly decked, schooner rigged, and  
called the Owen, furnished with pumps, spare  
rudder, and a strengthening piece of two  
inch plank above her water line.

Two 27 feet whale boats, new boats,  
brought out by Her Majesty's ship Asia,  
from England, covered in abait as far as the  
backboard, but without either boxes or cases,  
the provisions being stowed, the bread in  
painted bags and the preserved meats be-  
tween tarpaulins. The men's clothes were  
in haversacks, capable of removal in a mo-  
ment.

Plover's pinnace, a half-decked boat, with  
cases for her provisions, &c., so placed as to  
resist pressure from the ice.

There were placed in the boats 70 days'  
preserved meats for the whole party, all the  
other articles of provision except bread to the  
same extent, being soldered up in tins.  
In addition to this, the Owen had on board  
eight men's allowance of the regular ship's  
provisions. After she was stowed with this  
proportion, every corner that would hold a  
case of preserved meats was filled. The two  
larger boats carried in lack of them five  
cases pemmican for the special use of Sir  
John Franklin's party.

The ships weighed in company with the  
boats and ran along the land within about 3  
miles, with a moderate off shore wind.

July 26.—At 4 a. m. the ice could be seen  
in heavy masses, extending from the shore  
near the Sea Horse Islands. At 6 we were